

INITIAL	START	RUN-UP	TAKEOFF	DESCENT	AFTER LANDING
Weather & Den. Alt. Weight & Balance Performance Req. Flight Plan - File Papers - A.R.O.W. Flaps - Extend Master - On Pitot Heat - Test Stall Indicator - Test Lights - Int. / Ext. Fuel Gauges - True Master - Off EXTERIOR SUMMARY <i>After Geographical Check</i> Fuel Quantity Fuel Quality Caps/Drains/Vents Engine / Oil / Belt Prop / Air Intake Exhaust System Surfaces & Controls Pitot & Static Ports Gear / Tires / Brakes Antennas Ties/Chocks/Towbar Baggage Door Final Walk Around INTERIOR Flaps - Up Passenger-Load/Brief Hobbs / Tach Time Fuel - Proper Tank Circuit Breakers Alternate Static ELT - Armed Brakes - Pedal Test	Seat Track/Back - Lock Avionics - Off Autopilot - Off AC - Off Carb Heat - Off Prop - High RPM Prop - Clear Master/Alt - On Beacon - On Fuel Pump - On Mixture - Full Rich Throttle - Prime Throttle - Slight Brakes Mags - Start Oil Pressure Fuel Pump - Off Fuel Pressure Lights - As Req. Mixture - As Req. PRE-TAXI / TAXI Seat Belts / Harness Heat / Vent / Defrost Avionics - On / Set ATIS / AWOS Altimeter - Set XPDR - Alt + Sqwk ADS-B - On Radio - Test Taxi Light - As Req. Brakes - Test Attitude Indic. - Test Turn Coord. - Test H.I./Compass - Test	Brakes - Set Fuel - Proper Tank Trim - Takeoff Flight Controls Instruments Annunc. Panel Mixture - Best Power Primer - Locked 2000 RPM Mags (R&L) - Test Carb Heat - Test Prop - Cycle Vacuum Amps / Volts Oil Pressure Oil Temperature Idle - Check Closed Friction Lock PRE-TAKEOFF Flaps - 10°-25° Prop - High RPM Mixture - Best Power Fuel Pump - On Carb Heat - Off <i>Or As Req.</i> Pitot Heat - As Req. XPDR - Alt + Sqwk Heading Bug AC - Off Doors / Windows Landing Light - On Strobes - On Time - Note Brakes - Release <i>Abort Plan - Ready!</i>	Full Throttle 2700 RPM (Max) Manifold Pressure Oil Pressure Rotate * 56 (65) Vy - 91 (105) Flaps - Up CLIMB 100 (115) Throttle - 24" MP Prop - 2400 RPM Mixture - As Req. Fuel Pump - As Req. Instruments Taxi/Land Light - Off Flight Plan - Open CRUISE Throttle Prop Mixture Instruments H.I. To Compass Fuel - Proper Tank (Fuel Pump On To Switch)	Throttle - MP As Req. Mixture - Richen Carb Heat - As Req. Fuel - Proper Tank ATIS / AWOS Altimeter - Set Instruments H.I. To Compass PRE-LANDING Landing Light - On Autopilot - Off AC - Off Seat Belts / Harness Mixture - Best Power Carb Heat - As Req. Fuel Pump - On Fuel - Proper Tank Flaps - As Req. LANDING Flaps - 40° <i>Or As Req.</i> Prop - High RPM Speed * 75 (86) G.U.M.P.F.S. GO AROUND Power - Full Carb Heat - Off Positive Rate Climb Flaps - Retract Slowly	Flaps - Up Carb Heat - Off Fuel Pump - Off Strobes - Off Landing Light - Off Taxi Light - As Req. Pitot Heat - Off Mixture - As Req. Trim - Takeoff XPDR - Alt + Sqwk SECURING ELT - Verify Silent Avionics - Off AC - Off Throttle - Retard Mixture - Full Lean Mags - Off Master - Off Lights - Off Hobbs / Tach Time Secure Yoke Chocks Tie Downs Pitot Cover Baggage Doors Cabin Doors Close Flight Plan * Adjust Speed As Needed For Conditions

Vr • Rotation Speed - 56 (65)	Vs0 • Stall with flaps - 55 (63)	Best Glide (Full Gross) - 87 (100)	Vne • Never Exceed - 184 (212)
Vx • Best Angle Climb - 83 (95)	Vs • Stall w/o flaps - 62 (71)	Va • Max Abrupt (Full Gross) - 129 (149)	Vfe • Flaps Extended - 109 (125)
Vy • Best Rate Climb - 91 (105)	Best Glide (2800 lbs) - 81 (93)	Vno • Max Structural Cruise - 146 (168)	X Wind • Max Demo'd - 17 (20)

	KNOTS (MPH)	FLAPS °	- NOTES -
DEPARTURE			
Rotation *	56 (65)	10	Short Field: 25° Flaps. Rotate * 56 (65) Then 83 (95) Until Clear Obstacles Soft Field: 25° Flaps
Best Angle Climb	83 (95)	0	
Best Rate Climb	91 (105)	0	
CRUISE (TAS-5,000')			
Economy	111 (128)	0	19.7" MP - 2200 RPM - 11.4 GPH - 55%
Normal	122 (140)	0	21.5" MP - 2300 RPM - 12.7 GPH - 65%
Maximum	133 (153)	0	23.0" MP - 2400 RPM - 14.1 GPH - 75%
ARRIVAL			
Approach	80 (92)	10-25	17" MP (Initially)
Short Final *	75 (86)	40	Prop - High RPM

WARNING: Permission to use this CheckMate® is granted to the authorized purchaser only. No warranties, either express or implied, of any kind, are made hereunder, including, but not limited to any warranties for fitness for particular use. The information contained herein varies according to individual aircraft, model, and year of manufacturer and while we believe the information to be accurate, no representations are made as to the degree of accuracy of the information. This information constitutes only partial information necessary to properly operate an aircraft and is not to be used as a substitute for the use of other information sources routinely used in the operation of aircraft or the acquisition of requisite training to operate aircraft. Purchaser assumes all risk of use in using this product. Purchaser consents to and understands that CheckMate Aviation Inc., or any related entity, bears no liability for the use of this product.

Specs Are Approximate Because Of Environment & Plane Model / Year Variables. Specs Are In: LBS, KIAS, Sea Level, Standard Day, Normal Category, Max Gross Wt., No Wind, "Best Power", Wheel Pants, New Engine. () = MPH.

ALL RIGHTS RESERVED 7.813
 CheckMate Aviation Inc. 800-359-3741 1992-2017

(IF UNABLE TO ABORT TAKEOFF)

POWER LOSS IMMEDIATELY AFTER TAKEOFF / NO RESTART

MAINTAIN AIRCRAFT CONTROL
BEST GLIDE – 87 KIAS (100 MPH) (Full Gross Weight)
FUEL SELECTOR – OFF
MIXTURE – FULL LEAN / IDLE CUTOFF
FLAPS – DOWN
MASTER & MAGS – OFF (Unlatch Door)

POWER LOSS IN FLIGHT

BEST GLIDE – 87 KIAS (100 MPH) (Full Gross Weight)
CARB HEAT – ON (Also Supplies Alternate Air)
NOTE WIND DIRECTION & VELOCITY
PICK LANDING SITE
MIXTURE – FULL RICH
FUEL SELECTOR – CHECK / SWITCH (Note Gauges)
FUEL PUMP – ON
FUEL PRIMER – LOCKED (Try Re-Priming)
MAGNETOS – CHECK ALL
MASTER – ON

IF NO RESTART & TIME PERMITS

MAINTAIN BEST GLIDE
PROP – LOW RPM (Pull Aft)
SQUAWK 7700
DECLARE EMERGENCY (TWR, APP, Unicom, 121.5)
ELT – ON
MIXTURE – FULL LEAN / IDLE CUTOFF
FUEL SELECTOR – OFF
SEATBELTS / HARNESS
FLAPS – AS NEEDED (Full Flaps When Field Assured)
MASTER & MAGS – OFF
UNLATCH DOOR
PROTECT BODY

ELECTRICAL FIRE IN FLIGHT

ALL ELECTRICAL DEVICES + MASTER – OFF (Mags On)
CABIN HEAT & AIR – OFF
IF FIRE OUT – MASTER ON ONLY IF CRITICAL (Vents – Open)
THEN ONE ESSENTIAL ELECTRICAL DEVICE AT A TIME
RESET CIRCUIT BREAKERS ONLY IF CRITICAL

ENGINE FIRE IN FLIGHT

THROTTLE – CLOSED
MIXTURE – FULL LEAN / IDLE CUTOFF
FUEL SELECTOR – OFF
MASTER – OFF
CABIN HEAT & AIR – OFF (Vents – Open)
INCREASE AIRSPEED TO EXTINGUISH – LAND ASAP

ENGINE FIRE DURING START

CONTINUE CRANKING ENGINE
IF START – RUN A FEW SECONDS - SHUTDOWN - INSPECT
IF NO START – IDLE MIXTURE CUTOFF & FUEL SELECTOR OFF
THROTTLE FULL OPEN
CONTINUE CRANKING ENGINE A FEW SECONDS
MASTER & MAGS – OFF
EVACUATE / FIRE EXTINGUISHER

ICING

PITOT HEAT – ON
CARB HEAT – ON OR AS REQUIRED
CABIN HEAT & DEFROST – MAXIMUM
STRONGLY CONSIDER 180° TURN
ATTAIN HIGHER OR LOWER ALTITUDE
INCREASE ENGINE AND PROP SPEED
FLAPS – NOT RECOMMENDED FOR LANDING
LAND FASTER AS NEEDED

OTHER

ALTERNATOR FAILURE: Reduce Electrical Load / Verify C.B. In. Attempt To Reset Overvoltage Relay – Turn ALT Switch Off For One Second Then On.

If Ammeter Continues To Indicate Zero Output, Or If Alternator Will not Remain Reset, Turn Off ALT Switch, Maintain Minimum Electrical Load and Land A.S.A. Practical. (BATTERY ONLY)

RADIO OUT: Check Circuit Breakers & VOLUME
Recycle Alternator Switch
If IFR & Still Out, Set XPDR To 7600.
(Suggested For VFR If In B, C, D Airspace.)

UNICOM: 122.7 – 122.8 – 122.95 – 123.0 – 123.05
MULTICOM: 122.9 (CTAF) 122.75, 122.85 (Air To Air)
F.S.S.: 122.000 To 122.675. **Most Common -122.2**
EMERGENCY: 121.5

TOWER SIGNALS	ON GROUND	IN FLIGHT
Steady Green	Cleared For Takeoff	Cleared To Land
Flashing Green	Cleared To Taxi	Return For Landing
Steady Red	Stop	Yield & Continue Circling
Flashing Red	Taxi Clear of Landing Area	Airport Unsafe - Do Not Land
Flashing White	Return To Starting Point	N/A
Alternating Red & Green	Use Extreme Caution	Use Extreme Caution

* *Every Plane Has A Different Empty Weight And Useful Load*
Piper Cherokee Six / 260, PA-32-260, Lycoming O-540-E4B5

* **Empty Weight:** LBS (Specific Plane Weight)
* **Max. Useful Load:** LBS (Including Fuel @ 6 lbs/gal)
Max. Baggage Areas: 200 LBS (100 Each-Included In Useful Load)
Max. T.O. Weight: 3400 LBS

If 7th Seat Installed Weight Over 3112 lbs Must Be Fuel Weight Only

Fuel Type: 100LL (Blue) / 100 (Green)
Usable Fuel: 83.5 Gals
Oil Capacity: 12 Quarts (Minimum 4)
Electrical: 12-14 VOLT / 60 AMP
Tire Pressure: Nose - 30 PSI / Main - 38 PSI